

TEMPORARY TRAFFIC CONTROL TYPICAL APPLICATION

IMPORTANT:

THIS DRAWING SHALL BE USED IN COMBINATION WITH THE GENERAL NOTES AT THE BEGINNING OF STANDARDS MD 104.00.

NOTES:

CHANNELIZING DEVICES ARE TYPICALLY SPACED AT 10 m INTERVALS MAXIMUM IN THE IMMEDIATE AREA OF THE ENTRANCE POINT IN ORDER TO CLEARLY DEFINE THE TEMPORARY ENTRANCE.

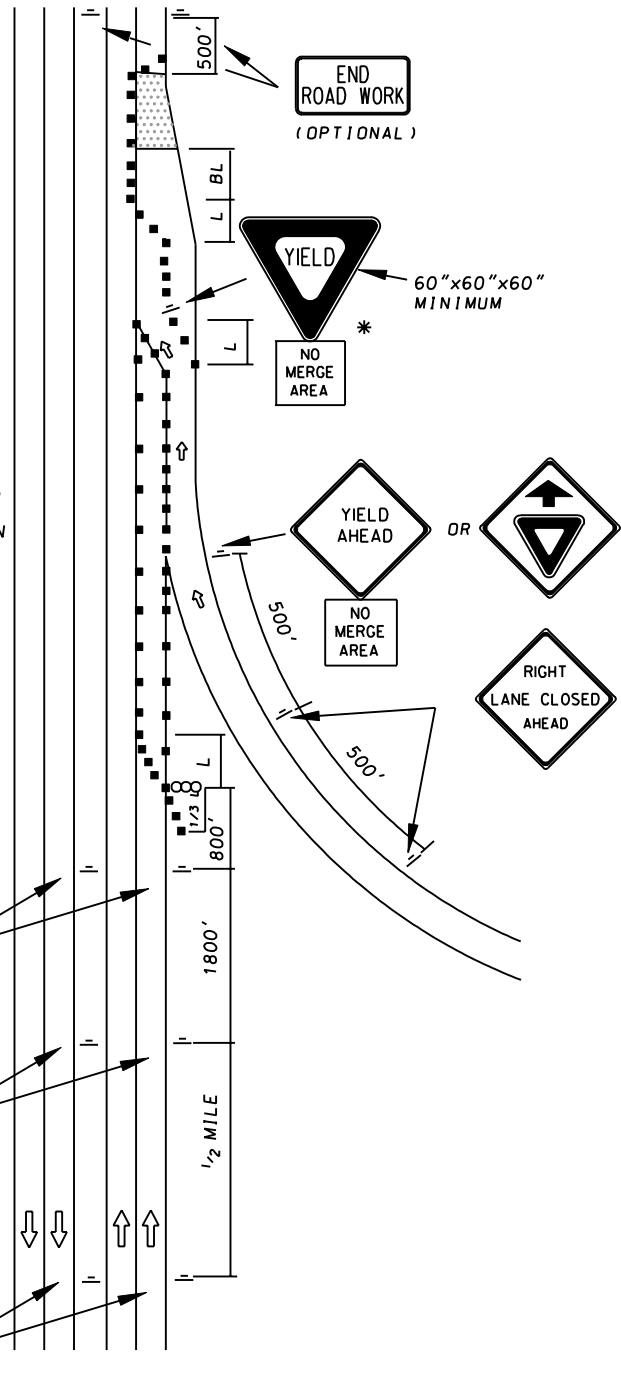
THE YIELD SIGN(S) SHALL BE ERECTED WHEN THE LENGTH OF THE ACCELERATION LANE HAS TO BE REDUCED DUE TO THE WORK ACTIVITY.


* THE NO MERGE AREA SIGN SHALL SUPPLEMENT THE YIELD AND ADVANCE YIELD SIGN(S) WHENEVER THE LENGTH OF THE ACCELERATION LANE HAS BEEN SUBSTANTIALLY REDUCED AS DETERMINED BY THE ENGINEER.

THE YIELD SIGN(S), WITH THE APPROVAL OF THE ENGINEER, SHALL BE REPLACED WITH STOP SIGN(S) ON THE RIGHT SIDE (BOTH SIDES) OF THE APPROACH, IF NO ACCELERATION LANE EXIST FOR TEMPORARY ENTRANCE. ALSO, A TEMPORARY STOP LINE SHALL BE PLACED ACROSS THE RAMP AT THE DESIRED STOP LOCATION AS DETERMINED BY THE ENGINEER.

KEY:

- ■ ■ CHANNELIZING DEVICES
- SIGN SUPPORT
— FACE OF SIGN
- ↑ DIRECTION OF TRAFFIC
- ■ ■ WORK SITE
- ○ ○ ARROW PANEL



SPECIFICATION 104	CATEGORY CODE ITEMS										
APPROVED	 DIRECTOR - OFFICE OF TRAFFIC AND SAFETY										
SHA State Highway Administration	<table> <tr> <td>APPROVAL • SHA REVISIONS</td><td>APPROVAL • FEDERAL HIGHWAY ADMINISTRATION</td></tr> <tr> <td>APPROVAL 9-10-96</td><td>APPROVAL 9-27-96</td></tr> <tr> <td>REVISED 10-1-01</td><td>REVISED</td></tr> <tr> <td>REVISED</td><td>REVISED</td></tr> <tr> <td>REVISED</td><td>REVISED</td></tr> </table>	APPROVAL • SHA REVISIONS	APPROVAL • FEDERAL HIGHWAY ADMINISTRATION	APPROVAL 9-10-96	APPROVAL 9-27-96	REVISED 10-1-01	REVISED	REVISED	REVISED	REVISED	REVISED
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Maryland Department of Transportation
STATE HIGHWAY ADMINISTRATION
 STANDARDS FOR HIGHWAYS AND INCIDENTAL STRUCTURES
ENTRANCE RAMP TREATMENT/EXP- FREEWAY
GREATER THAN 40 MPH/15 MIN - 12 HRS.
OR DAYTIME ONLY

STANDARD NO.

MD 104.57-02